forms the first volume of a new series of short This forms the first volume of a new series of short graphies projected by the publishers, to be entitled british Men of Action." It will "be confined to jects of the British Crown who have in any setty, at home or abroad, by land or sea, been aptenous for their actions in its services." The ses is fitly opened with the life of General Gordon, the publishers announce as in preparation a hly interesting list, embracing "Henry the Fifth, the Rev. A. J. Church; "Livingstone," by Thomas ches; "Lord Laurence," by Sir Richard Temple; cellington." by George Hooper; "Sir John Hawk-'ellington," by George Hooper; "Sir John Hawkod," by F. Marion Crawford; "Warwick, the Kingter," by C. W. Ornan; "Drake," by J. A. Froude;
aleigh," by W. Stebbing; "Strafford," by H. O. ntrose," by Mowbray Morris; " Monk," by on Corbett; "Dampier," by W. Clark Russell; tain Cook," by Walter Besant; "Clive," by nel Str Charles Wilson; "Warren Hastings," by Str Alfred Lyall; "Sir John Moore," by Colonel Maurice, and "Havelock," by Archibald Forbes. Several se volumes are already in press.

tr William Butler approaches the difficult task of ting the life of General Gordon with all the prems of deep sympathy and strong persons
p. It is a much more difficult undertaking
most blographies. Gordon was a man r in so many respects that comparatively few may be said to have succeeded in knowing him. was emphatically a solf-contained man in the Then his originality of thought and inent spirit often put h'm at cross-purposes with ervice of which he was an ornament and with nent which directed that service. un was less fitted for the state of complete subentailed by military discipline, and no man d more under it. The spirit of Gordon was complex, however, not only alien in many ets to that of his time and social and official rebut it presented strange and strong analogie has ceased to exist save in isolated to speak belated instances. He was indeed as one born out of due time. Some centuries Charles George Gordon would have found himoff in complete harmony with his environment. His would have been that of one of the great die who in the Elizabethan ago explored, fought, vered, did doughty deeds, faced fearful odds at call of duty, and left examples of gallantry, per ance, energy and conscientious performance which have apparently now ceased to exercise influence upon posterity. General Gordon was more than a military ad-

He had in him something of the Cov-'s spirit also, though no man could have been more liberal in his religious convictions. He was in fact naturally religious, and after a fashion which put him on a different plane from that occupied by most professors of creeds. To him religion was simply d literally a rule for the conduct of life. It was rely intellectual acceptance of a particular theology, to be kept apars from conduct and only to be honored by weekly confession and evowal after decorous ritualistic methods. It was to him the Divine order of the day, to be applied to ant of every-day life; to be the guide and the conduct under all circumstances and ns. Like many remarkable men of action, was greatly given to solitary musing. The idea that he was in some sense a mystic doubtless had its origin in his abiding sense of the seriousness of life; a feeling which made him impatient of all the connal shams, disguises and frivolities wherewith at and morally feeble society seeks to cover up its disinclinations to face the deeper problems

ristence and to recognize the calls of duty.

He came of an ancient fighting race, of which the an name "Gordon" signifies a spear. With his proud and blood he inherited a chivalry as refined as that of Bayard upon the point of When the Imperialist Chinese leaders treachsly slew the Taiping Wang at Foo-Chow, regardpledge of safety, upon the strength of which tered, he at once threw up his com nand-nay, in the first transport of indignation at the namy be sought Le Hung, the Chinese Imperial with the purpose to kill him. Thencerih he refused to receive any money gift from the timese Government, and subsequently he showed his tain for even honorary rewards coming from such rep, by devoting the gold medal bestowed upon operor for his services as chief of the Victorious Army to the funds of an English estation for helping the poor. Gordon was, how-er, so little understood or appreciated at the Horse lards that for years he was suffered to fret in maction tanding the fact that the Government had ne need for men of just his qualifications. One thy he was left on the shelf, no doubt, was his sal to practice the subservient and obsequious nich hastens preferment by flattering moral vanity. In his correspondence with his over, he always used plain and straightforward language, and did not hesitate to point out es or to suggest reforms and improvements. ertmental and army chiefs. On the contrary, they ined for him the reputation of an eccentricity which rendered him an "unsafe" man in the cant of locution office.

was official mistrust wholly groundless, for Gorcould not be relied upon to carry out any ions if he discovered a sinister or less than honorable purpose in them. Witness the ne-ns with the Basutos which he undertook after onial and home authorities had alike failed. He de-mined to go personally to an influential Basuto et, and he pledged the honor of the Cape Government that no military movement should be undertaken against the natives while the conference was pending. Did we not remember the Governmental course that ntly converted Khartoum into a place of rdom, we should be inclined to say that nothing ous and base than the conduct of the Cape ities on that occasion could be imagined. They til Gordon was actually in the Basuto strongold, and his life at the mercy of the savages, and then, deliberate breach of their agreement, they set in on a military expedition against the chief in whose a the negotiation lay. When similar deeds ap-in Roman or Grecian history the historian asse that there was a purpose to procure the death of commander thus exposed to the resentment of a lly offended enemy. In the nineteenth century we schew such dameging suspicions, but in order to do so flectively it becomes necessary to accentuate the folly and want of principle of the perpetrators. Gordon, of course, instantly broke up and withdrew from the ne-position. He had found English colonists no more to ended upon than the Chinese generals, Le liung tin, at Foo-Chow.

The opportunity (as he and many others thought at a time) offered him by the Khedive of Egypt to tranthe the Soudan and to extenguish that perennial of Africa, the slave trade, was naturally grasped eagerness, and for many years this indomitable tolled and struggled with superhuman energy at syphean labor. Sir William Butler has drawn vivid pictures of Gordon's tremendous energy i Hero is one of them:

she sayphead labor. Sir William Butter has drawn some vivid pictures of Gordon's tremendous energy in the Soudan. Here is one of them:

On May 19, Gordon left Khartoum; on June 7, he reached the frontier of Darfour, 400 miles distant. He has a wonderful came! that flies along faster than the mythical "hygeon" of the Prophet. The escoris are left behind; the secretairies and siaft foil far in the reach behind; the secretairies and siaft foil far in the reach Dressed in the richly embrodered uniform of a fitnessa marshal, the Governor-General comes flying into a station, and before the guards can trin out and present arms he has passed the gates. The Bedouin chief who rides with him says it is "the telegraph." The ribbon of the Grand Cordon of the Mejidich has been given to a special beaver from the hageage behind, who has promised to deliver the Insignia to the Passin before he can possibly get to Fogle, but it is of no use; it arrives an hour after the field-marshal has reached his destination. Never had Exprisan history recorded such extraordinary behavior on the part of a Pasha. The Mudir of Fogls and the reac of the Olderian Section of the part of a paper of the Governor-General's approach, and as a vast plain lies around Fogls upon which objects are discernible at an immense distance, it is hoped that no surprise can possibly be effected. All at once two species are noiseed by Reen, arch eyes salles away to the cast. All right, these are the advanced accust sent on to give warning; there will be pointly of time for the Mudir to don his Stambouli cost an hear hence, and for the soldiers to fall in about sunsat. The two species are more and presert and then it is seen that the leading came carries a pale-faced mas arrayed in a gorgoous uniform, and that years word a new man, and that are sayed in stately trappings of the highest Turkish military rank, the most residency of the Misser principalities and powers arrayed against Genium. Bother of the misser will be instrumed as the second figure. What can it all

with Gordon's African work. At length he was com-pelled to realize, in bitterness of soul, the futility of his efforts, and when the Khedive fell he was glad gh to use the occasior as a ground for resign ndrawal. Then followed preparations for mising labors in the service of the King of Beignun—proparations to be interrupted by the in-vitation of his own Government to lead the fatal fororn hope_into the Soudan. The history of what followed must forever be humiliating and exasperating, chiefly to Englishmen, but in only less degree to all lovers of heroism and nobility of character and action.

We can see clearly enough now that Gordon was doomed from the first by the hesitating, imprudent and parelyzing policy of the Government, and that that and the mefficient military mechanism it might almost seem that elaborate precautions had been taken by his own countrymen against the posschillity of his rescue. The active hostility of the Soudan Arabs, having been ensured by the despatch of the Suakim expedition and the battles which ensued, and the simple precaution of keeping open ti's Korosko route having been neglected, the incomprehensible ignoring of the Mahdi as a vital factor is the situation, seemed intended to make assurance doubly surp, by guaranteeing the leaguer of Kharto ned fanatics in countless hordes; and this at a time when every hope of rescue was dependent upon preparations demanding months, and the succossful accomplishment of a journey of many hundreds of miles over waterless deserts and through a succession of Nile cataracts. Even the slow movements of the English Government had to be urged by an increasing pressure of public opinion. It had impulsively dispatched Gordon to evacuate the Soudan, never pausing to inquire whether evacuation was still pract cable; but when the difficulties of the situation were revealed and it became clear that the volunteer deliverer had run into a trap, the imminent peril of that precious life could not open the official mind into

vigorous remedial action. Sir William Butler, perhaps, takes too much for granted the reader's acquaintance with Gordon's earlier life. Perhaps he exhibits rather too mutinous a spirit eccasionally, though it is in accordance with all experience that the disciple should go beyond the But he has written a picturesque, sympathetic and penetrating narrative of a life which deserves to be studied from beginning to end with care and reverence. For assuredly the true spirit of Christilived and burned in the breast of this soldier and in his simple, straight forward way he gave the world such an illustration of the Gospel in action as it has not seen these many years.

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Legal Notices.

LAST SIXTY-FIRST STREET.—SUPREME COURT, New-York County.—The Equitable Life Assurance Society of the United States, plaintiff, against James Fettretch and others, defendants.

In pursuance of the Judgment of forectowers and sale duly mede and entered in the above entitled action, and bearing date the 2d day of April, 1889, 1, the undersigned, referse in said judgment named, will sail at public action, at the Real Eathe Exchange and Auction Room (Limited), Nos. 69 to 65 Liberty-st., in the City of New York, on Thursday, the 2d day of May, 1899, at 12 o'cleck, noon, of that day, by Feur F. Meyer, Auctionneet, the premises mentioned in said judgment and therein described as mentioned in said judgment and therein described as mentioned in said judgment and therein described as follows:

ALL that certain iet, piece or parcel of land, with the buildings erected and to be erected thereon, situate, lying and being in the Nineteenth Ward of the City of New-York, becaused and described as follows, to wit: Beginning at a point on the seatherly line of East Sixty first, and the land two hundred and seventy & East Sixty first, and its seath second-aven, and thereor varies and sixty first, and second-aven, and the more managed (100) feet and second-aven, and them one hundred (100) feet and live (8) inches to the middle line of the black, thence east-wardly, but along the bald middle line of the black, thence can wardly, but along the bald middle line of the black, thence can be seen to be an exactly one with the said middle line of the black, thence and house a second-aven, and to and through a parallel of the said middle line of the black, thence and through a parallel of the said second-aven, and to and through a parallel of the said second-aven, and the said acutherly line of East Sixty-first-se, twenty-ax (20) feet sight (6) inches, to the point of piace of beginning.

Dated Mew-York, April 4 (8)

East Sixty-first-st., twonty-six asks, to the point or place of beginning.

Dated New-York, April 4, 1885.

Battages

Financial.

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CAGO RAILWAY COMPANY.

CINCINNATI, April 8, 1889.

A SPECIAL MEETING of the stockholders of the Cincinnati, Indianapolis, 8t. Leuis and Chicago Railway Cempany will be held at the company's office in Indianapolis, Indiana, on Wednesday, the 15th day of May, 1880, at 12 o'clock noon, for the purpose of considering and taking action on the agreement for consolidation entered into by the Board of Directors of this company with the Directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. The transfer-books will close on Saturday, April 6, 1889, and reopen on Thursday, the 10th day of May, 1859.

By order of the Board of Directors,

OFFICE OF THE DELAWARE AND HUDSON
CANAL CO., NEW-YORK, March 27, 1889.

HE ANNUAL MEETING of the stockholders of the Delawars and Hudson Canal Company will be held at the office of the company, corner of Cortlandt and Church sts. New-York City, on Tuesday, the 14th lay of May next, for the election of managers and for other business. and Church sta., for the election or assume that of May next, for the election or assume that other brainess.

The polls will open at 12 o'clock noon, and remain open for one hour.

The morning of Wednasday, r one hour.
The transfer books will be closed from the evening of turday. April 18th, until the morning of Wednesday.

Saturday, April 18th, May 18th. By order of the Board of Managers, P. M. OLYPHANT, Secretary, ALL UNLISTED BONDS AND STOCKS Bought and Sold.

ELECTRICAL SECURITIES.

I. HERON CROSMAN,

74 Broadway.

OFFICE OF THE CLEVELAND. COLUMBUS, CINCINNATI AND INDIANAPOLIS RY. CO. Cleveland, Ohio, March 30, 1889.

M EFTINGS of the Stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, to vote upon the question of consolidation with the Indianapolis and St. Louis and Consolidation with the Indianapolis and St. Louis and Chicago Railway Company, will be held at Cleveland, Ohio, on Wednesday morning, the fitteenth as at Indianapolis, Indianapolis, and the same day.

The transfer and the will close on Saturday, April 6, 1880, and repeated of the consolidation of the consolidation of the consolidation. Thursday, the 16th day of May, 1898.

J. WANN, Secretary. President.

N OTICE is hereby given that an annual meeting of the stockholders of the Health Restorative Company, for the election of Trustees of said corporation, will be held at 10 West 28d-st., in the city of New-York, on April 16, 1889, as 8 o'clock p. m.

New-York, April 1, 1889. M. LAUZA, Sec'y. NoTICE IS HEREBY GIVEN that the Annual Meeting of the steekhelders of the New-York, Chicago and St. Louis Railread Company, for the election of Directors and other general purposes, will be held at 9 c'clock a. m., on Wednesday, May 1, 1389, at the company's principal office in Cleveland, Ohio.

ALLYN COX, Secretary.

THE LAKE SHORE AND MICHIGAN SOUTHERN
RAILWAY CO., TREASURER'S OFFICE,
GRAND CENTRAL DEPOT. NEW-YORK,
Will be closed at TWELVE o'clock noon, on Saturday,
the 30th Inst. (preparatory to the annual election for
directors to be held on the first day of May next, and
will be reopened on the norming of Friday, the THIRD
day of May next.

E. D. WORCESTER, Treasurer. E. D. WORCESTER, Treasurer.

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THE HOLDERS of above bonds who are desirous of proceeding their interests are requested to deposit their bonds with the Farmers' Loan and Trust Company, and sign the agreement that has been propared by the undersigned. JAMES A. BOOSEVELT, THOMAS DENNY, J. RENNEDY TOD. B. SOMERS HAYES,

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Assistant General Manager, James M. Woods, New-York.
James A. Bishop, Cincinnati, Ohio; Nicholas Ohmer,
sayton, Ohio; W. S. Hall, Findlay, Ohio.

limited amount of sectar then figures.

are than three-fourths of the stock has already been,

are than three-fourths of the stock has already been.

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Dipidend Notices. OFFICE OF THE NORTH RIVER INSURANCE COM-

PANY, NO. 175 BROADWAY.

A DIVIDEND of Three per cent upon the capital stock of the Company has this day been declared, payable on and after the 10th of April, inst. The transfer book will be closed from the 2d until the 10th inst. By order

THE MISSOURI PACIFIC RAILWAY CO., 195 BROADWAY, NEW-YORK, MARCH S. 1889.

THERTY-FIFTH DIVIDEND.

A QUARTERLY dividend of ONE (1) PER CENT on the expltal stock of this company has this day been declared, payable on Monday, April 15, 1889.

The transfer books (which are now closed for the annual meeting, and which will be reopened on Thursday, March 14, will be closed on Friday, March 22, 1889, as three (3) o'clock p. m., and will be reopened on Tuesday, April 16, 1889, at ten (10) o'clock a. m. H. CALEF, Treasurer.

OFFICE OF THE DELIAWARE AND HUBSIN CANAL COMPANY, New-York, Peb. 27, 1859.

A QUARTERLY DIVIDEND OF ONE AND THREE-QUARTERS (1 8-4) PER CENT. on the capital stock of this company will be paid at the office of the company, No. 12 Cordiandtest., in this city, on and after Friday, March 15, 1859. The transfer books will be closed from the close of business to-day until the morning of Saturday, March 16. 18y order of the Board of Managers. JAMES C. HARTT, Treasurer.

Board of Managers. JAMES C. HARTT, Treasurer.

ST. LOUIS AND SAN PRANCISCO RAILWAY COMPANY, 15 BROAD-ST. (MILLS BUILDING).

THE BOARD OF DIRECTORS has this day celared a quarterly dividend of one per cent of the preferred stock of this company, payable 15th inst. to stockholders of record on the books in this office on Saturday, April 6, 1889, at 12 m. No certificates of the preferred stock will be received for transfer after Saturday, 6th inst., at 12 m., until the morning of Tues-day, April 10. T. W. LILLIE, Treasurer.

Busincas Chances.

N ENGLISH FIRM are desirous of intro-A N ENGLISH FIRM are desirous or mark-ducing a well-known agricultural preparation into the States, bespecially those where sheep are reared, and would be glad to communicate with any house having travellers or connection suitable. They are open to make liberal terms and push the business well. Applications will be acknowledged by return mail. Address "AGRICULTURE," Box 19, Tribune Office.

Onblic Notice.

S OUTHERN DISTRICT OF NEW-YORK SOUTHERN DISTRICT OF NEW-YORK, sa.—The President of the United States of America to the Marshal of the Southern District of New-York, greeting: Whereas a libel and potition has been filed in the District to New-York, on the United States for the Southern District of New-York, on the 18th day of February, in the year of our Lord, one thousand eight hundred and eighty-nine, by the Pennsylvania Railroad Company, owners of the steamtugs Bordentown, Willie, and Winnie, in a cause of action, civil and maritime, concerning the loss destruction, damage and injury occasioned by the disaster to the boats in tow of said seamtug Bordentown, on or about the 24th day of November, 1888, for the reasons and causes in the said libel and nettition mentioned, and praying a monition of the said Court in that behalf to be issued, and that all persons claiming damages for any such less, destruction, damage or injury, may be thereby cited to appear before the said Court in that behalf to be issued, and that all persons claiming damages for any such less, destruction, damage, destruction and injury, is may be of find the said court and make due proof of their respective claims, and all proceedings being had (that if it shall appear that the said petitioners are not itable for such loss, damage, destruction and injury, is may be of find the said court and make of the respective claims. You are therefore hereby commanded to cite all persons claiming damages for any loss, destruction, damage or injury occasioned by said disaster to said vessels to appear before the said Court and make due proof of their respective claims before Samuei H. Lyman, esq., a Commissioner of this Court, at the City of New-York, at or before the 2d day of July, 1889, at 11 o'clock in the forence. And what you shall have done in the premises do you then make return thereof to this Court, at the City of New-York, in the Southern District of New-York, this 28th day of March, in the Fear of our Lord, one thousand eight hundred the thirteenth.

(Li. 8)

SAM'LH. LYMAN

(L. S.)

SAN A H. LINIAN.
Clork.

RIDDLE & WARD.
Prectors for petitioners, 150 Broadway, New-York City.
In pursuance of a certain monition under the seal of
the District Court of the United Sates for the Southern
District of New-York, of which the foregoing is a copy. I
do hereby cite all persons claiming damages for any loss,
destruction, damage or injury occasioned by the disaster
to the steamtufs Bordentown, Willia, and Winnle,
therein referred to, to appear before the said Court in the
United States Court and Poss Office Building, in the City
of New-York, on the 2d day of July, 1890, at 11 o'clock
in the foreneon, and to make due proof of their respective
claims before Samuel H, Lyman, eq., a Commissioner of
suld Court, at his office, Room No. 61, United States Post
Office Building, in the City of New-York, on or before
the 2d day of July, 1889, at 11 o'clock in the forenon.
Dated, New-York, March 29, 1880.

M. T. McMAHON,
United States Marchal,

GRAIN AND PRODUCE MARKETS. FEATURES OF NEW-YORK DEALINGS

The wheat market restorday was unsettled all through, and less softwe, although at times there was a fatrly good disposition to buy. During the morning foreign houses were free buyers, cables were somewhat better in tone, the export demand was somewhat larger, and crop reports were not so good, all of which elements were used by the bulls to advance prices. May opened at 88 3-8-88 1-2 and sold up to 88 3-6. Toward noon the market became dull and about an hour before the close the simustion was completely reversed on the arrival of a dispatch from the West announcing that the clique had got out of the May deal, and the bears began to hammer prices, ultimately breaking the market throughout the prices, ultimately breaking the market throughout from 3-4-21 cent. May declined to 87 3-4 and the other months followed the decline. The market closed heavy at the bottom figures of the day with sales of 4,300,000 bushels. After the close May sold on the curb at 87 3-8287 5-8, closing at the former

on the curb at 87.3-8287.5-8, closing at the former quotation. Following are the closings: April, 86.5-8; May, 87.7-8; June, 88.7-8; July, 89; August, 87.3-4; September, 88, and December, 99.3-8.

Cash wheat was likewise affected and closed 1.223-4 cents lower. Shippers took 112,000 bushels for Engisand and France.

In the face of the break in wheat, the corn market was stronger all through. Options advanced 1.831-4 cent in sympathy with firmness at the West, although the dealings were light. The following are the final quotations: April, 43.1-2; May, 43.3-8; June, 43.3-8; July, 44, and August, 44.3-4. Spot corn was about 1.4 cent higher and the export demand continued fair, 108,000 bushels being taken by shippers.

mand continued fair, 108,000 bushels being taken by shippers.
Oats were unsettled and dull. Cash grades were 1.4.2.2 cent lower while the options showed fractional advances, the final figures being: April, 30 7.8; May, 30 1.2, and June, 30 3.8.
Lard advanced 2.23 points in sympathy with Chicago, but the dealings were light and unimportant. The final quotations were: April, 37 27; May, 87 32; June, 87 34; July, 87 36; August, 87 38, and September, 87 40.
The receipts at New-York, Philadelphia, Baltimore and Boston reported yesterday were as follows: wheat, 6,509 bushels; cora, 97,155 bushels; cora, 43,948 bushels; total grain, 147,615 bushels; form, 168,891 bushels; cass, 137,170 bushels; total grain, 351,655 bushels; four, 16,128 barrels.

THE TRADE IN CHICAGO. Chicage, April 4 (Special).-To-night it is reasonably

safe to assume that the May deal is over, that the Fairbank crowd have liquidated so freely that its control of the market is gone. As for Bloom's position, it was generally believed that this wonderfully clever speculator has been caught "tailing" after a bogus corner: that he actually holds the bar, and that he in corner; that he actually holds the bag, and that he in onsequence is likely to suffer a big loss. Among t other gossip affoat is a report that Bloom and his Hebrew friends are long about 1,000,000 May wheat at high prices, and that he has put up \$100,000 during brew friends are long about 19 100,000 during the day as margins. May wheat opened erratically. It is said that almost immediately after the opening one trader paid 99 3-4; it was certainly a fact that one commission house soid 50,000 at 96. Bloom was in the pit in person, doing what he could to boister the price up. But it would not stay up. May from 99 3-4 soon began to decline. By noon it was sown to 93, it closed at 93 1-2. The Fairbank coterie were large sellers of May during the day. It was thought Poole gave out selling orders in May for about 1,000,000 bushels. Hutchinson was a seller of May and June, but a considerable buyer of July. For a long while July hold steady, opening at 86 3-4, even touched 87 1-3, and for the greater part of the session kept above 86 cents. It finally, however, closed at 85 1-2, touching 85 3-8 for a moment. June was weak, declining from 93 3-4 to 89 3-4, and closing at the bottom. Coming at the same price for May. Oats kept within a range of 1-4 cent. Hogs were lower at the yards, helping toward an easy feeling at the opening. On the ourb July wheat sold at 85 3-8, May at 92 1-3.

THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES. There was no change in the crude oil situation yes from what has been noted for some time past. speculative dealings were devoid of any attraction to outsiders. Prices ran off without inviting fresh vent-ures, and the close was at bottom figures with borrow-ers of certificates more pientiful than lenders. The range of prices and the total dealings were as follows: The field news was disappointing to the bears, bu

Stock Exchange, Consolidated.

BRADFORD, Penn., April 4.—National Transit Certificates premed at 91 1/2; closed at 90 1/2; highest, 91 1/2; lowest, 90 1/2. Designores, 506,000 bbis.

TiTUSVILE, Ponn., April 4.—National Transit Certific

SPIRITS OF TURPENTINE. SAVANNAN, April 4.—Turpentine firm at 48c, Wilmington, April 4.—Turpentine steady at 38c.

Dancing Academies.

A LEXANDER MACGREGOR'S, 108 WEST SSTH-SL.
Private Lessons and Classes in Dancing delly.
Mendelssohn Hall to let for private entertainments. 80 5TH-AVE. (CARTIER'S).—Waltz taught rapidly: private and class lessons; all hours; lady assistants. Large Halls to let for Receptions and Germans.

Mlusical Instruments.

NUMBER of slightly used upright and square planes, of our make, which were specially selected and used the artists of the Metropolitan Opers House Company ring the past opers season, will be sold at a liberal rection from our regular prices. duction from our regular prices. WM. KNABE & CO., 112 5th-ave., above 16th-st.

Bailroads.

NEW LINE TO WASHINGTON AND BALTIMORE, VIA CENTRAL R. P. OF NEW-JERSEY,

PHILADELPHIA AND READING RAILROAD, BALTIMORE AND OHIO RAILROAD. SOLID TRAINS-NO TRANSFERS.

NO EXTRA PARE FOR PAST TIME. PULLMAN CAR SERVICE ON ALL TRAINS. SCHEDULE IN EFFECT MARCH 10.

Trains leave station Central Railroad of New-Jersey, foot Liberty at., N. R. foot Liberty-st., N. R.

For Washington, Baltimore, Wilmington and Chester,
8:30 a. m., 11 a. m.; 1:30, 2:30, 4:45 p. m., 12 night.

SUNDAYS, 8:30 a. m.; 1:30, 2:30, 4:45 p. m.; 12 night.

For Philadelphia at 4:00, 7:45, 8:30, 9:30, 11:00 a. m.;
1:30, 2:30, 3:15, 4:00, 4:45, 5:30, 7:30, 12:00 p. m.

SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 4:46, 6:30,

21:00 p. m.
Tickets and Parlor Car seats can be procured at 21, 71, 261, 415, 944, 1,140, 1,323 Brosdway, 737 6th-ave., 264
West 125th-st., 132 East 125th-st., New-York; 4 Courts., 806 Fulton-st., 98 Broadway, Brooklyn.
New-York Transfer Company will call for and check baggage from hotel or residence.

CENTRAL RAILROAD OF NEW-JERSEY.

CENTRAL RAILROAD OF NEW-JERSEY.

Time Table of March 10, 1889.

4:00 a.m. for Easten, Bothlehem, Allentown, Mauch Chunk, Roading, Harrisburg, etc.

7:00 a.m. for Flemington, Easten, Bethlehem, Allentown, Mauch Chunk.

8:30 a.m. for Flemington, Lake Hopateong, Easton, Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Scrauton, Roading, Harrisburg, Pottaville, Tamaqua, Shamokin, Sunbury, Lewisburg, Williamsport.

1:00 p. m. for Flemington, Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, etc.

3:45 p. m. for Flemington, Tañaqua, Shamokin.

4:30 p. m. for Flemington, Tañaqua, Shamokin.

6:00 a.m. for Flemington, Tañaqua, Shamokin.

6:00 a.m. for Flemington, Jake Hopateong, Easton.

6:45 p. m. for Flemington, Jake Hopateong, Easton.

6:00 a.m. Sundays, for Easton.

6:00 a.m., Sundays, for Easton.

at. 4:30, 8:15 a. m., 1:00, 4:30 p. m., for Farmingdale, Ianchester, Toms River, Barnegal, stc. 4:30 a. m., 1:00 p. m., for Vineland, Bridgeton. 4:30, 6:00, 8:15, 10:30, 11:75 a. m., 1:00, 4:30, 4:30, 6:00 p. m. Sundaya, 4:00, 9:00 a. m. for Perth Amboy.
FOR LAKEWOOD at 4:30, 8:15, 3- m., 1:00, 2:30, 4:30 p. m. Parlor cars at 2:30 and 4:30. FOR ATLANTIC CITY. 4:30 a. m., 1 p. m. (2:30 p. m. Through Express, with parlor cars.)

SHORTEST AND QUICKEST ROUTE
FOR PHILADELPHIA, BALTIMORE AND

BOUND BROOK ROUTE.
R. of New-Jersey, Philadelphia and Read-Haltimore and Ohlo R. R., leave foot of

BALTIMORE AND OHIO RAILROAD. FAST EXPRESS TRAINS VIA PHILADELPHIA, TO BALTIMORE, WASHINGTON,

PULLMAN CAR SERVICE ON ALL TRAINS

CINCINNATI, ST. LOUIS AND CHICAGO

Railroads.

Leave New-York, foot of Liberty-st., as follows: For Chicago, 2:30 p. m.; 12:00 midnight. For Cincinnati and St. Louis, 8:30 s. m., 6:45 p. For Washington, Baltimore, Wilmington and Chester 8:30 a. m., 11:00 a. m., 1:30 p. m. 2:30 p. m., 4:45 p. m. All trains (except 11:00 a. m.) run dally.

For tickets and Pullman car space call at B. Ticket Offices. 21, 201, 415 and 1,140 Broadway. Station, foot of Liberty-st. New-York Transfer baggage from hotel or re

W. M. CLEMENTS.

I EHIGH VALLEY RAILROAD.

Connection to Reading and Harmona.

Mauch Chupk.

7 p. m. for Geneva, Lyons, Elmira, Rechester, Builais.

7 p. m. for Geneva, Lyons, Elmira, Rechester, Builais.

2 p. m. for Geneva, Lyons, Elmira, Rechester, Builais.

2 p. m. for Geneva, Lyons, Harleton and intermediate points.

8 a. m. for Mauch Chunk, Hasleton and intermediate points.

5 p. m. for Coping and intermediate points.

7 p. ln. for Geneva, Lyons, Elmira, Rochester, Buma and the West. Pullman sie-por to Lyon.

General Eastern Office, 235 Broadway.

NORTHERN RAILROAD OF NEW-JERSEY 2:30 p. m. For Nanuet, Spring Valley, Monsey and Tallmans.

E RIE RAILWAY.—Ticket Offices, 401, 317, 711 and 957 Broadway, 153 1-2 Bowery, 1 Ratter? Place, Chambers and 22d Streets ferrice, New-York; 354 and 333 Fulton-st., Brocklyn; 107 Broadway, Williamsburg; corner Newark and Eudson sta., Hoboken; and Mew Station, Jersey City, where Tickets and Parior or Bieging Car retervations and orders for checking and transfer a baggage can be obtained. Express trains leave 22d-st. an injusts earlier than time shown from Chambers-st.; local trains 5 to 10 minutes earlier.

9 a. m. (8:30 a. m. on Sundays), Day Express, Pullmea Buffet Drawing-room Coaches to Buffalo.

10:30 a. m. week days, Parior Car to Binghamten, Oswego, Elmira, Corning and Hornellsville.

5 p. m., overy day, "Chicage and St. Louis Limited,"

Newburg, 7:50, 9, 10:30 s. m.; 1, 3:30, 3:30, 5:30, 7:80, 9, 10:30 s. m.; 1, 3:30, 3:30, 5:30, 7:80, 9, 10:30 s. m.; 1, 3:30, p. m. Middletown and Port Jarvis, 4:45, 7:50, 9, 10:30 s. m.; 3:30, 40, 40, 5, 7:8:30 p. m. 1:45, 8, 4, 6:630, 7:30, 8:30, 10:30, 12 night. Newsith Branch, 9 s. m.; 3:30, 6:30, and 10 p. m. Express trains from the West arrive in New-York at 7:40 and 11:55 s. m., and 10:55 p. m. P. PARMER, U.J. MURPHY. Gen'l Supt. Gen'l Pres. Agent.

N EW-YORK CENTRAL AND HUDSON

GREAT FOUR TRACK TRUNK LINE.

On and after February 8, trains leave

GRAND CENTRAL STATION,

Largest and Finest Passenger Station in America.

18 a. m., Rochester and Montreal Express, drawing,
room cars New York to Albany, and Albany to Montreal,
vis D. & H. R. R.; also East Albany to St. Albans, vis

Central Vermont line. vis D. & H. R. E. and Less Allay to the Albertane Vision and the "9:50 a.m. S'A"OUS STEAM-HEATED VENTLE 9:50 a.m. S'A"OUS STEAM-HEATED VENTLE 9:50 a.m. S'A"OUS STEAM-HEATED VENTLE AND ST. LOUIS LIMITED, composed exclusively of buffet smoking-ear, dining-ear, drawing-room and sieeping cars for the distribution of the control of the con

conto and Cieveiand, Cincianati, Indianapolia, St. Louia, Detroit and Chicago, with vestibuled and steam-house electing and dining cars.

"10:30 p. m., Montreal and Cenandaigus Express. Sleeping-cars to Montreal, via Rouse's Point, and via St. Albans daily, and to Syracuse and Canandaigus daily except Sunday, Sunday train does not run west of Albany.

"9 p. m., Special Mail Limited, arrives as Rochester 7:40 a. m., Buffalo 9:35 a. m., and Geveland 1:25 p. m. "10:00 p. m., Fast Night Express for Rochester, Indianapolis, St. Louis, Detroit and Chicago, with electing-cars. Sleeping-cars to Watertown, via Utica, daily axees and Chicago, and Chicanadd, Indianapolis, St. Louis, Detroit and Chicago, with electing-cars. Sleeping-cars to Watertown, via Utica, daily axees Saturday, siso to Canandaigus on Sundays only.

12 midnight for Saratogs, Whitehall and Rutiand. Nonnection with train leaving Saturday. Sleeping-cars to Albany. Connocts at Albany with train for the West.

Tickets and space in drawing-from and sleeping-cars at albany. Canada Cantral Sistion, 413, 785 and 943 Broodwig, 12 Park Place, 1 Battery Place, 62 West 125th-at, mailsth-at, and 398 Bedford-ave, E. D., Brooklyn.

Westcott's Express calls for and checks beggage from hotels or residences.

"Run daily; others daily except Sunday I Stop at 128th-st. station to take up passengers for North and West.

FAST PITTSFIELD AND NORTH ADAMS SPECIAL, with elegant Wagner Drawing Room cars, leaves Grand Central Station, via Harican Division, daily except Sunday at 3:25 p. m. Fast time. Superior service.

GEORGE H. DANIELS, General Passenger Agent

J. M. TOUCEY, General Superintendent.

PENNSYLVANIA RAHLROAD.
On and after JANUARY 23, 150-,
GREAT TRUNK LINE
GREAT TRUNK LINE
Trains lavo New-York, via Desbrosses and Cortlands
Streets Ferries, as follows:
Harrisburg, Pittsburg, and the West, with Pullman Palace
Cars attached, 9:00 a. m., 6:30 (Dining Car) and 8
p. m. daily. New-York and Obleage Limited of Parlot,
Dining, Smoking, and Sleeping Vestibuled Cars as 9:00
a. m. every day.
Williamsport, Lock Haven, 9:00 a. m., 8 p. m.; Corry and
Eric at 8 p. m., connecting at Corry for Titusville
and the Oil Regions.
For Lebanon, 9:00 a. m., 3:20 p. m., and 12:15 night
For Norristown, Phoenixville, Pottstown, and Resins,
For Internet, Washington and the South, "Limited Washerits and 10:00 a. m.
Baltimore, Washington and the South, "Limited Washinton Express" of Pullman Parlor Cars daily, exody
Guiday, 10 a. m., arrive Washington 4:00 p. m., issed
daily, with Dining Car, as 3:40 p. m., arrive Washington 1:20 p. m.; regular at 6:20, 8:00 and 8:30 a. m.,
1:00, 2:00, 4:30 and 9:00 p. m., and 12:15 night
Sunday, 6:15 and 10:00 a. m., 4:30 and 9:00 p. m., and
12:10 night.

FOR ATLANTIC CITY.

12 220 p. m. (through Parior Cat.), 1 and 2 p. m. west days. For Cape May, 1 p. m. west days. For Cape May, 1 p. m. west days. Long Branch, Bay Head Junction, and intermediate stations, via Rahway and Amboy, 2:10 a. m., 12 1001, 4:20 and 6 p. m. On Sundays, 9:45 a. m. and 4 p. m. (do not stop at Asbury Park). 9:45 a. m. and 5 p. m. (do not stop at Asbury Park). 9:46 a. m. and 4 p. m. (do not stop at Asbury Park). 9:46 a. m. and 4 p. m. (do not stop at Asbury Park). 9:56 and Norfolk Rallread, 8:00 p. m. daily; via Baitimore and Bay Line, 2:00 p. m. week days. Books of "Brooklyn Annex" connect with all chrough trains at Jersey City, aforging a speedy and direct trains at Jersey City, aforging a speedy and direct trains at Jersey City, aforging a speedy and direct trains at Jersey Now-York via Dosbrosses and Corb.

CHAS. E. PUGH,

Hobokan, West Shore Station, all 180 a. For lickets, time to les, or information Brooking. 3384 Washington-st., 780 Office, foot of Putton-st., New York 4 942 Broadway, 108 1-2 Bowery, 12 Putton-st. Shore Stationar foot of West 42d-st. set Sh